

THE REAL ESTATE MARKET.

THE HOTEL COLONIAL IS SOLD FOR NEARLY \$500,000.

It is a Twelve Story Fireproof Building Facing Manhattan Square—A Lease Takes the Hotel Stanley—Near Longacre Square—To-day's Auction of Lots.

The conventional dealing in tenements was varied yesterday by the sale of a hotel on the upper West Side and of an L shaped parcel in the Longacre Square district. A hotel in the same neighborhood was also leased for a long term of years.

The Hotel Colonial, at the northeast corner of Columbus avenue and Eighty-third street, was sold by the Eighty-third Street Realty Company to the Hotel Stanley Realty Company, of 44 Wall street, for a price reported as nearly \$500,000. The buyers represent a syndicate which is being formed to hold the property. The Hotel Colonial is a twelve story fireproof structure, on a plot fronting 102.5 feet on the avenue and 100 feet on the street. The Colonial Bank occupies the corner store and basement. The building is opposite the Museum of Natural History on Manhattan Square. On the other corner of the block, facing Central Park and extending to Eighty-second street, is the Hotel Beresford. Street, Wyckoff & Co. are also interested in the Realty Investment Corporation, which owns the Hotel Somerset on West Forty-seventh street. Their purchase of the Colonial was made through Ritchey & Nevell.

The Hotel Stanley, at No. 124 West Forty-seventh street, between Sixth and Seventh avenues, was leased by the Hotel Stanley Realty Company (Sondheim & Sondheim) for a term of fifteen years. The hotel is a nine story fireproof building on a plot 37,610.52, opposite the Hotel Somerset. They were both built, along with several others, by Ezra R. Chapman about thirty years ago. Ritchey & Nevell made the lease.

Thomas R. Watt bought from John D. Murphy No. 711 to 715 Seventh avenue, old buildings, for \$100,000, and Nos. 166 and 170 West Forty-eighth street, on a plot 43 irregular, 100 feet. They form an "L" surrounding a lot owned by the City of New York, to be sold at auction to-day by Joseph P. Day in a foreclosure suit. Mr. Watt was formerly president of the Mount Morris Bank and is a large land holder in Harlem.

Private Sales.
Jerome Avenue.—Parish, Fisher & Co. have sold to the Jersey Realty Company four lots on the east side of Jerome avenue, north of 20th street, to Sergeant John Londergan, with stores, on plot 20,898.9.

Fifty-Fifth Street.—Frederick J. Mott has sold No. 29 East Fifty-fifth street, northeast corner of Broadway, to the Jersey Realty Company, with stores, on plot 20,898.9.

Twenty-Second Street.—W. S. Patten and J. L. Van Sant have sold to Mrs. Kate E. Ebert, through N. A. Berwin & Co., No. 14 West Twenty-second street, on a plot 20,898.9.

Eighty-Eighth Street.—Leonard Weil has sold No. 88 East Eighty-eighth street, on a plot 20,898.9.

Forty-Second Street.—Guineppe Stella has bought No. 234 East Forty-second street, on a plot 20,898.9.

Sixth Street.—W. S. Patten and J. L. Van Sant have sold to the Jersey Realty Company, with stores, on plot 20,898.9.

Bullfinch Street.—The seven story building, with stores, on plot 20,898.9.

Forty-Eighth Street.—Selma O. Cortlow has sold No. 140 West Ninety-eighth street, a five story flat, on plot 20,898.9.

Forty-Eighth Street.—Katie Maguire has sold No. 56 West Forty-eighth street, on a plot 20,898.9.

Forty-Eighth Street.—Cohen has sold the three story flat at No. 137 West Forty-eighth street, on plot 20,898.9.

Forty-Eighth Street.—Frank E. Smith has sold to Dr. Milton Lewis, on plot 20,898.9.

Forty-Eighth Street.—E. Loewenthal has sold to a Mr. Siegel, on plot 20,898.9.

Forty-Eighth Street.—E. Loewenthal has sold to R. M. Smith, on plot 20,898.9.

Forty-Eighth Street.—Barnet Diller has sold to E. R. Smith, on plot 20,898.9.

Forty-Eighth Street.—C. P. Foster has sold to a Mr. Smith, on plot 20,898.9.

Forty-Eighth Street.—Hyman Silbermann has sold to a Mr. Smith, on plot 20,898.9.

Forty-Eighth Street.—Jacob Goldfarb has sold to a Mr. Smith, on plot 20,898.9.

Forty-Eighth Street.—Wolf Burland has sold the block front on the east side of Clinton avenue, between 18th and 19th streets, on plot 20,898.9.

Forty-Eighth Street.—E. Osborne Smith & Co. have sold to J. Brennan six lots on Sedgwick and Lawrence avenues, near 18th street.

Forty-Eighth Street.—Leo Levinson and John J. Schroeder have sold to Aaron Weinberger a plot, 180x180, on the west side of Broadway, near 18th street.

Forty-Eighth Street.—A. J. Casady, et al. have sold to a Mr. Smith, on plot 20,898.9.

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AMONG THE AUTOMOBILISTS.

ALL READY FOR GLIDDEN TOUR FROM BUFFALO.

Seventy-six Cars Expected to Start This Morning—Bachelors Well Provided For—Superintendent Tucker Will Receive the Contestants—New Machines on Hand.

BUFFALO, July 11.—There was sufficient automobile action in this city to-day to last it over night, but early in the morning there will be more doing. For better or worse some of the most important events of the season are expected to start from here to-morrow to travel 1,134 miles under regulations and on a schedule.

These motor cars are supposed to finish, according to schedule, at Breton Woods, in the White Mountains, on July 25.

The provocation for it, as all who follow the automobile game know very well, is the second annual drive to win the touring trophy donated by Charles J. Glidden of Boston.

As was stated last week, the tour is one thing, as the game goes now, is really the biggest thing of the year for automobilists, a combined with the annual tour of the American Automobile Association and is a part of its third annual tour.

But this tour is one thing, the contest another. Those in the contest are entered for a competition of drivers, not of cars. Those in the touring division are altogether likely to test their cars more than the competitors, who must run on a schedule, as a contest, and be timed for being ahead of time as well as for durability.

Until 6 o'clock to-night there was a total of eighty-one entries for this combined tour and contest. Those who had elected to compete for the Glidden trophy numbered fifty-one and those who chose rather to make the tour under ordinary checking numbered thirty. Of this total five have dropped out of time and are not in the contest.

Such colleges as Cornell and Pennsylvania are in favor of shortening the course, and as they were the leaders in the big race it cannot very well be supposed that they did it through indifference to the case of crew such as Georgetown had, it is considered a sure thing by rowing experts that the chances of a boat like that were minimized by the long distance that the crew had to row.

In fact, they have been decidedly in the hunt, but as they had to go a mile further it was too much for them. That they were able to finish at all was considered sufficient cause for wonder.

Cornell always has been opposed to the four mile distance, which was popularized many years ago by Yale and Harvard and adopted later by the colleges that race on the Hudson. The Harvard-Yale regatta is the American equivalent of the Oxford-Cambridge regatta.

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AUTOMOBILES.

MOPSA WINS LONG OCEAN RACE.

Takes Brooklyn Challenge Cup After Hard Contest.

Lila Finishes First, but Loses on Time Allowance to the Smaller Boat—Head Winds and Rough Seas Experienced by the Racers—Cynnet and Guide Give Up.

F. C. and W. S. Sullivan's sloop Mopsa, belonging to the Harlem Yacht Club, won the race for the Brooklyn Challenge Cup, and judging by the experience those on the yacht had they earned all they won.

The Mopsa crossed the finishing line off the Brooklyn Yacht Club house in Gravesend Bay at 7:30 o'clock last night. She was not the first to cross the line, but she was the first to finish.

The Lila, owned by Richard Floyd of the Brooklyn Yacht Club, the challenger for the trophy, finished at 8:13:30. The Lila is the largest yacht in the fleet that started, and she had to allow the Mopsa 4 hours 20 minutes 40 seconds, so that the Mopsa wins easily.

The race was started at 10 o'clock last Saturday morning off the New Rochelle Yacht Club on the Sound. The yachts raced to Montauk Point, then to the North East End Lightship, off Cape May, and then to Gravesend Bay, a distance of 400 miles. The wind blew hard all the while the yachts were out and they had a hard time. It was blowing from the east when they started and it was quite rough at that end of the Sound. As they went further and further east the sea got rougher and the yachts beat out under shorted canvas and continually had to raise and lower it.

The Mopsa, however, was a good headway. The Lila had her spinaker up while she made fifty miles, but the Mopsa only ran thirty miles when the wind shifted to the east and the Lila had to make good headway. The Lila had her spinaker up while she made fifty miles, but the Mopsa only ran thirty miles when the wind shifted to the east and the Lila had to make good headway.

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Broadway, corner of 76th Street.

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Member Am. Licensed Auto. Mfrs.

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